

**Draft Social Impact Summary of Double Line
Corridor on Panvel - Karjat Section**

for

**PREPARATORY SOCIAL MANAGEMENT ACTIVITIES FOR MUTP-III
PROJECTS**

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November 2017

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1 INTRODUCTION

1.1 THE PROJECT

Mumbai, the financial capital of India is expected to witness phenomenal growth in population and employment. The job opportunities offer have served as a major attraction for immigration to the city from hinterland of Maharashtra as well as from all parts of the Country. Mumbai Metropolitan Region (MMR) extending over an area of 4,355 sq.km. MMR is assessed to have population and employment in the year 2031 as 34.0 million and 15.3 million respectively.

Four-fold growth of population since 1951 has been largely accommodated in the suburbs while the highest concentration of jobs has remained in the Island City. The physical characteristics of the City are such that the suburbs have been constrained to spread northwards only, and all transport facilities are concentrated within three narrow corridors. The Mumbai Urban Transport Project -III, will enable faster economic growth of Navi Mumbai Airport Influence Notified Area (NAINA), Boisar and Palghar.

It will provide job opportunities to thousands of citizens who will be able to commute faster, save time to go to workplace. The project also aims to create a rail network which will complement the ongoing Metro lines, and thereby provide end-to-end solution to commuters.

The project comprises of 1) Quadrupling (3rd and 4th Lines) of Virar-Dahanu section admeasuring 63 RKm on Western Railway, 2) Double line corridor on Panvel-Karjat section admeasuring 28 RKm on Central Railway, 3) Elevated Corridor link between Airoli-Kalwa admeasuring 3 RKm on Central Railway, 4) Trespass Control in Mid-section on suburban system of Mumbai at 22 locations and 5) Procurement of additional rolling stock comprising of 565 EMU cars (47 rakes of 12 car rakes).

Presently, a single line 28.5 km track connects Panvel with Karjat. This alignment traverses the talukas of Panvel, Khalapur and Karjat of Raigad District of Maharashtra state. It caters to goods and a few long distance passenger trains.

The Navi Mumbai area, especially around Panvel, has witnessed significant urbanization and population growth in recent years. The area between Panvel and Karjat is also developing very fast and there is increasing demand for extending the suburban train services to Karjat.

The proposed lines will pass through all the existing stations. The proposed lines are exclusively for Suburban Corridor. The proposed expansion work includes construction of a) new platforms at all existing stations, b) Station buildings, c) electrical sub-station, d) New stabling sidings, e)Construction of Road over bridge (ROB)/Road under bridge (RUB).

1.2 BASIC OBJECTIVE OF MUTP-III PROJECTS

The project's development objective is to improve the passenger carrying capacity, operational efficiency, level of comfort and the institutional capacity of entities involved in the suburban rail system of Mumbai Metropolitan area.

Accordingly, its performance will be monitored through the following indicators:

- a) additional capacity in vehicle-km during peak hours,
- b) reduction in peak hour overcrowding,
- c) reduction in journey times,
- d) operational efficiency: reduction in energy consumption

Basic objective of the MUTP are:

- To facilitate urban economic growth and improve the quality of life of the citizens of Mumbai by developing an efficient and sustainable urban transport system, including effective institutions, to meet the needs of users in the Mumbai Metropolitan Region (MMR);
- The Mumbai Urban Transport Project–III will enable faster economic growth of Navi Mumbai Airport Influence Notified Area (NAINA),
- It will provide job opportunities to thousands of citizens who will be able to commute faster, save time to go to workplace. The project also aims to create a rail network which will complement the ongoing Metro lines, and thereby provide end-to-end solution to commuters;
- For Mumbaikars, the MUTP-III at a cost of INR 11,000 crores has now been sanctioned and the work will be completed by 2022. The project involves Quadrupling of Virar-Dahanu Road, new suburban corridor from Panvel to Karjat and an elevated suburban corridor from Kalva to Airoli;
- The development of rail network on these three corridors will act as a catalyst for economic development of the area. Mumbai has become commercial and financial capital of the country due to availability of a robust suburban rail network in the city.
- With the implementation of MUTP-III Projects, 300 additional suburban services can be introduced.

1.3 SIA and R&R Activities

Following activities are to be performed by the R&R Team for above mentioned components:

- Conduct census and socio-Economic survey of Project affected families;
- Preparation of Social Impact assessment (SIA) and,
- Preparation of Resettlement Action Plan (RAP)

1.3.1 Need of SIA

A balanced development planning takes into account the impacts of economic development that aid in the planning and decision-making process. These impact assessments help in identifying the likely positive and negative impacts of proposed policy actions, likely trade-offs and synergies, and thus facilitate informed decision-making. Moreover, the need for impact assessment stems from the fact that:

- Impact assessments enhance positive and sustainable outcomes associated with project implementation,
- They support the integration of social and environmental aspects associated with the numerous subprojects into the decision-making process.
- They enhance positive social and environmental outcomes;
- They minimize social and environmental impacts as a result of either individual subprojects or their cumulative effects;
- They protect human health and minimize impacts on cultural property.

1.3.2 MINIMISING RESETTLEMENT

Attempts have been made during the detailed design of the project preparation to minimize the land acquisition, resettlement and adverse impacts on people in the project area through suitable engineering design. Steps have already been made to confine the project area in the government land and in available Right of Way (ROW) where feasible. This has been done with proper consultation with the local people and affected communities. Their suggestions have been incorporated in the design whenever technically feasible. For the proposed work the following specific measures are taken to minimize resettlement in this project.

- Selection of the project sites and its various components in the government land; and
- Proper engineering design to avoid and minimize displacement and hence resettlement.
- Prefer open land instead of habitation and building structures, wherever possible.

1.3.3 OBJECTIVE OF RESETTLEMENT ACTION PLAN

The Social Impact Assessment (SIA) study includes Resettlement Action Plan (RAP) which is based on the principle that the population affected by the proposed project will be assisted to improve their living standards. The RAP need to be based on the general findings of the census socio-economic survey, field visits, and meetings with various project affected persons in the project area. The primary objective of the RAP is to identify impacts and to plan measures to mitigate various losses of the Project while the specific objectives are as follows:

- To prepare an action plan for the project affected people for improving or at least retaining the living standards in the post resettlement period;
- To outline the entitlements for the affected persons for compensation and assistance for establishing their livelihoods;
- To develop communication mechanism to establish harmonious relationship between MRVC and Project Affected Persons (PAPs);
- To ensure adequate mechanism expeditious implementation of R&R.

2 PROJECT IMPACTS

2.1 BACKGROUND

The field visits and studies were conducted for the identification of adverse impacts on local community due to the proposed project activities of Panvel – Karjat alignment. VSPL team visited the sites along with MRVC officials to verify the alignment drawings on the ground and to identify the affected areas. After identifying the affected areas VSPL and MRVC officials consulted with different stakeholders at the project area and organized meetings with them to generate awareness about the project. Information about the project and the survey procedure was shared with the community. They were also informed about the kinds of documents they would need to locate and keep ready for the survey. The major findings and magnitude of impacts are discussed in the following sections.

2.2 LAND REQUIREMENT AND ACQUISITION

The proposed project shall require land for different purposes. Acquisition of land shall make affected families may be degraded by land and/or house and income opportunity. Therefore, every effort has been made to keep land requirements to the barest minimum by realigning the alignments away from private property / human habitation. After planning, the land requirement is kept at minimum and particularly, acquisition of private land was avoided.

Table 3.1 indicates overall project impacts. Total 56.4904Ha. of land is likely to be required for the purpose of permanent usages. 48.0986Ha. of land is under private ownership, 3.2418Ha. of land is under government possession and 5.1500Ha. is to be diverted from the forest department.

Table3.1:Impact on Land Resources

Sl.No.	Taluka	Private	Government	Forest	Total land to be Acquired (in Hectares)
1.	Panvel	15.3195	1.6511	1.4400	18.4106
2.	Khalapur	25.8806	1.4792	2.2600	29.6198
3.	Karjat	6.8985	0.1115	1.4500	8.4600
Total		48.0986	3.2418	5.1500	56.4904

The total area of land may be changed after the joint measurement survey (JMS) with revenue department. Also the area of land in Karjat taluka will be revised as a new design alignment has been proposed due to requirement of technical feasibility of Karjat yard and 2 tunnels between Vavarale and Karjat. The status of affected properties as given in the **table 3.2 and 3.3** will also be revised in Vavarale, Kiravali villages and near Karjat station due to above design requirement. Identification and verification activities of the affected structures, agriculture land and open land owners are in process along the alignment and final details will be presented in the detailed SIA report.

2.3 INVENTORY OF PROPERTIES LOSS

There are 64 private properties likely to be affected. Out of the total properties, 50 are residential, 2 commercial structures, 9 open plots and 3 boundary walls are being

impacted due to the proposed project. **Table 3.2** indicates impact of the proposed project on the different types of properties i.e. residential, commercial, and residential cum commercial, open plots and boundary walls.

A summary of all impacted private structures is presented in the **table 3.2** and impacted common property resources in **table 3.3** below.

Table 3.2: Details of Impacted Private Structures

Sl. No.	Station	Name of Village/Location	Affected Properties					Total
			R	C	R+C	Open Plot	Boundary Wall	
1	Panvel	Panvel (Municipal Corporation)	0	0	0	0	0	0
		Usarli Khurd (Grampanchyat)	29	0	0	3	2	34
2	Chikhale	Chikhale (Grampanchyat)	0	0	0	0	0	0
		Bhingar (Grampanchyat)	3	0	0	2	0	5
3	Mohape	Mohape (Grampanchyat)	0	0	0	0	0	0
		Lodhivali (Grampanchyat)	0	2	0	0	0	2
4	Chowk	Chowk (Grampanchyat)	18	0	0	4	1	23
		Vavarale (Grampanchyat)	0	0	0	0	0	0
		Kiravali (Grampanchyat)	0	0	0	0	0	0
5	Karjat	Karjat (Municipal Corporation)	0	0	0	0	0	0
Total			50	2	0	9	3	64

Table 3.3: Details of Impacted Common Property Resources (CPRs)

Sl. No.	Station	Name of Village/Location	Affected Properties				
			Temple	Well	Toilet	Other	Total
1	Panvel	Panvel (Municipal Corporation)	0	0	0	0	0
		Usarli Khurd (Grampanchyat)	0	0	0	1	1
2	Chikhale	Chikhale (Grampanchyat)	0	0	0	0	0
		Bhingar (Grampanchyat)	0	0	1	0	1
3	Mohape	Mohape (Grampanchyat)	0	0	0	0	0
		Lodhivali (Grampanchyat)	0	0	0	1	1

Sl. No.	Station	Name of Village/Location	Affected Properties				
			Temple	Well	Toilet	Other	Total
4	Chowk	Chowk(Grampanchyat)	0	0	1	0	1
		Vavarale(Grampanchyat)	0	0	0	0	0
		Kirvali (Grampanchyat)	0	0	0	0	0
5	Karjat	Karjat (Municipal Corporation)	0	0	0	0	0
Total			0	0	2	2	4

Total 4 CPRs are likely to be affected. Out of the total properties, 4 are common property resources i.e. toilet and other structures. Out of the total affected CPRs, 2 are toilets and 2 are other structures.

3 PUBLIC INFORMATION AND CONSULTATIONS

3.1 BACKGROUND

Keeping in mind the significance of consultation and participation of the people likely to be affected or displaced due to the proposed project, public consultation has been taken up as an integral part of social and environmental assessment process. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in identification of the problems associated with the project as well as the needs of the population likely to be affected. This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision-making process. Initial public consultation has been carried out in the project areas with the objectives of minimizing probable adverse impacts of the project and to achieve speedy implementation of the project through generating awareness among the community about the benefits of the project.

3.2 OBJECTIVES OF THE CONSULTATION

The main objective of the consultation process is to inform the PAPs about the anticipated benefits, negative impacts and mitigation measures of the project. The objectives of public consultation as part of this proposed Panvel –Karjat Railway project are:

- Disseminate information to the people about the project in terms of its activities and scope of work; and understand the views and perceptions of the people affected and local communities with reference to land acquisition or loss of property and its due compensation.
- Understand views of affected people on land acquisition and resettlement options and generate idea regarding the expected demand of the affected people;
- Identify contentious local issues which might jeopardize the implementation of the project;
- Identify and assess major economic and social information and characteristics of the project area to enable effective social and resettlement planning and its implementation.

- Resolve issues related to impacts on community property and their relocation.
- Establish transparent procedures for carrying out proposed works;
- Create accountability and sense of local ownership during project implementation;
- Establish an understanding for identification of overall developmental goals and benefits of the project.
